



Fair; westerly winds.

VOL. LXV.—NO. 260.

NEW YORK, WEDNESDAY, MAY 18, 1898.—COPYRIGHT, 1898, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION.

PRICE TWO CENTS.

NEW FLYING SQUADRON?

A PROBABLE REARRANGEMENT OF OUR NAVAL FORCES.

The New York, Brooklyn and several West Coast Cruisers May Go to Spain.—Sampson May Have an Armored Squadron.—Watson May Have the Monitor, Gunboats and Other Craft for Blockading Duty.—The Hunt for the Spanish Ships.

WASHINGTON, May 17.—The intention of the Administration to expedite the military occupation of Cuba is apparently to be coincident with a rearrangement of the plan of naval campaign, which will increase the efficiency of United States sea forces and insure with greater certainty a speedier engagement with the Spanish fleet. The SUN reporter was told today that the Administration had decided to ignore the threatening presence of the enemy's fleet in West Indian waters and to make a vigorous campaign on land and water.

Admiral Sampson's armored division and the so-called flying squadron are rapidly converging on the blockading force under command of Commodore Watson. A junction can be effected in two or three days, and with practically all the fleet of the United States in the Atlantic concentrated in Cuban waters, there need be no further delay, according to the view taken in official circles and presumably sanctioned at today's regular Cabinet meeting, in landing an army on Cuban soil. The postponement of the military campaign results from the uncertainty of the whereabouts of the Cape Verde fleet. It was determined that while that powerful formation of ships remained intact it would not be safe to send troops to Cuba, for in the event that Sampson were defeated by the enemy's fleet, the base of supplies established by the United States would be lost and the American Army left in a terrible position.

Another reason that determined the Administration to hold in abeyance the execution of the military campaign was the necessity of keeping a number of big vessels to protect the base, thus weakening the force available for giving battle to Admiral Cervera's ships. At that time, however, it was uncertain whether the enemy's naval force would attack Atlantic coast cities, and Commodore Schley's squadron was accordingly held at Hampton Roads in preparation for such an emergency.

When the Spanish fleet appeared at Martinique much of the uneasiness about the safety of coast cities vanished, and the flying squadron was ordered to West Indian waters. Sampson was then seeking his opponent in Porto Rico and could not return to Cuba before Cervera's faster craft got there. Under these circumstances the sending of the flying squadron to Cuba would have been folly. The Spanish fleet appeared off Curacao, insuring Sampson's and Schley's presence in Cuban waters before the enemy could get there. The advantage, which was with the Spanish when they sailed from Martinique, had been given to the United States. Circumstances had made it possible for this Government to carry out its plan with greater prospect of success and with no further postponement.

The gathering of the squadrons of Sampson, Schley, and Watson in the West Indies will result in something more important than expediting the start of the military campaign. It is understood that consideration is being given by the Strategy Board, if it has not already reached a decision, to the subject of rearranging the formations of the United States naval forces so that each squadron will be better qualified to perform the work assigned to it. Commodore Schley's force, the most powerful in name, two of the vessels composing it are battleships, neither very fast. One of them, the Massachusetts, is not now capable of more than 14 knots an hour. The Spanish fleet under Cervera is an actual flying squadron. The four armored ships are twenty-knotters, and the three torpedo cruisers are all in speed what their name indicates.

In addition to fleetness, the Spanish ships of the armored-cruiser class possess formidable armor. They are heavily armored and carry big guns. While not equal to any of the United States battleships in armor and armament, their ability to maneuver quickly gives them a considerable advantage. Sampson's squadron, as at present composed, could not run them down, and even Schley would be unable to overtake them. How to corner this strong and fast formation of the enemy is the problem that confronts the Administration, and the concentration of the three American flag divisions in the West Indies will afford the opportunity of making the desirable end attainable.

The United States Navy has only two ships corresponding in class to the Spanish armored cruisers and none of the destroyer type. The New York and the Brooklyn, while not so heavily armored as the Spanish armored cruisers, have better batteries, although the big guns of the enemy are of greater calibre, but fewer in number than the rifles in the main batteries of the two American ships. In speed the New York and the Brooklyn are equal to or a little better than the enemy's vessels, and are able to cope successfully with the best of the Spanish ships. No other armored ships of the United States are able to run down Cervera's cruisers, but a host of protected craft capable of good speed are available for a new flying squadron.

A general exchange between Sampson, Schley, and Watson, each could be put in a better shape to force things to an issue and overwhelm the enemy. With the New York and the Brooklyn capable of attending to two of the four big Spanish battleships the other two opponents might safely be handled by half a dozen protected cruisers. Some of the latter might be sunk, but it is believed that the enemy would not be a match for all of them combined. The fast yachts recently purchased and converted into gunboats could attend to the destroyers, whose danger to big ships lies in their ability to take position rapidly and discharge their death-dealing torpedoes, and not in defensive qualities.

For the reformed flying squadron there are available the armored cruisers New York and Brooklyn, the protected cruisers Detroit, Montgomery, Marblehead, Cincinnati, New Orleans, and perhaps the dynamite cruiser Venerus and the converted gunboats. The armored division, under Admiral Sampson, composed of the battleships Iowa, Indiana, Massachusetts, Texas, and later on the Oregon, with some torpedo boats and a few scouts, could follow the flying squadron at a pretty good gait. These armored ships are more than a match for the Spanish fleet.

This would leave for the maintenance of the blockade under Commodore Watson the four formidable monitors, Puritan, Terror, Amphitrite and Miantonomoh, whose low speed capacity would prevent them from effectively co-operating with the quick armored cruisers. The gunboats Dolphin, Wilmington, Helena, Nashville, Castine, Machias, Vicksburg, Newport, and Annapolis, the model cruiser Bancroft, a number of revenue cutters and lightship tenders, and many armed tugs and yachts.

A man suspected of being a Spanish spy was arrested this morning in the nude coral at Jefferson Barracks. He refused to give an account of himself and was turned over to the commandant, Capt. Knight. When searched a lot of Spanish correspondence was found on the prisoner. No use at the barracks has been able to identify the prisoner, and the suspect, while speaking Spanish fluently, refused to explain his presence in the coral or to give his name.

USED A DERELICT AS A TARGET.

Four Shots from the Wilmington Sunk a Drifting Schooner.

KEY WEST, May 17.—Since the affair at Cardenas, when the Winslow was disabled, the blockade along the northern coast of Cuba has been almost without incident. Even fishing smacks are keeping inshore, and no steamships are attempting to get into any of the ports, the work of the gunboats on duty is the main routine work and unexciting.

A despatch boat was steaming along the coast of Cuba off Matanzas on Monday morning when a derelict was sighted about twelve miles off shore. On approaching nearer it presented such an unusual appearance that it was hoisted and carefully examined.

The derelict was a schooner about fifty feet long, the name Consuelo of Cardenas being painted across the stern. Both her masts had been chopped off with an axe about three feet from the deck. The boat was loaded with forty pairs of railroad car wheels of American make. Part of them were on deck and part in the hold. But few of them were mounted on their own spindles, railroad ties being used instead.

There was some water in the hold, and the cabin was deserted and cleared out. The water casks on board were empty. The starboard anchor hung at its hawser hole and the port anchor lay on the deck. From the bowsprit hung a small hawser and across the bowsprit lay the jib.

The fact that the masts had been recently cut away showed that the Consuelo had not been wrecked, and the presumption arose that her condition was the result of a Spanish scheme to harm some of the American ships. Should one of the smaller craft on the blockade run against that railroad iron it would go hard with her. She might have been set adrift for this purpose, or the Matanzas garrison may have intended sinking her in the harbor. It is possible that she broke away, or else that the Spaniards were about to fire suddenly from her on the near approach of one of our ships.

Having seized the axe and saws as contraband of war, the boat's crew left the derelict and reported her to the Wilmington off Cardenas. The gunboat immediately steamed west, and, having found her, used her as a target until she was sunk. Four shots did the business.

Now that the rainy season has begun, the great number of fires along the Cuban coast, so noticeable two weeks ago, have disappeared. In a run from Havana to Cardenas on Sunday not a fire was to be seen.

POLARIA GOING TO HAVANA.

To Bring Away Germans and Land Two London Reporters, Who Will Stay Till the War Ends.

KEY WEST, Fla., May 17.—The German steamship Polaria arrived in Key West this afternoon from Santiago de Cuba with one passenger, Augustin F. Saavedra, a wealthy Cuban, who is on his way to Paris.

Mr. Saavedra, who spent eight days at Santiago de Cuba before embarking on the Polaria, speaks of the condition of affairs there. The people know nothing of the blockade, he says, but are well aware that a war is in progress. Large cargoes of ammunition, guns, provisions, groceries, &c., are arriving at Santiago.

The Polaria is waiting here for orders. She is well garmented, armed, and supplied with ammunition. There are 2,000 troops in the city, and 7,000 or 8,000 along the adjacent coast.

There is only one Spanish gunboat in the harbor, and her engines are out of repair. There are also in harbor two coasting steamers, laid up since the war began, and one German and two English warships.

The authorities of Santiago published an account of the battle of Manila in which it was said that three American warships were sunk, and that the rest of the fleet retreated in disorder. The Polaria is waiting here for orders.

Her Captain intends taking her into Havana within a few days, permission having been granted her for this purpose by the State Department. She will there take on a number of German citizens who wish to get out of Cuba before the storm breaks. She will also carry a number of the Polaria's crew, a cigar manufacturer of Havana, who arrived this evening on the City of Key West.

Two correspondents for London newspapers have arrived here. The latter have arranged to go to Havana on the condition that they remain there until the war is over. They have the permission of the State Department.

One of the Government warships picked up near Cardenas last night John S. Jova, who is the bearer of despatches from Gomez to the United States Government. He was brought here and turned his despatches over to the officials. He will return to Cuba at the next opportunity.

It is reported here today that the Morris Castle lighthouse was lighted last night for the first time since the blockade began.

Edward K. Jones of New York has been appointed special counsel for the Government in the prize-vessel cases. He is expected here in a few days.

SPANISH PRISONERS PROTEST.

Weyler's Brother-in-Law Not Satisfied with His Treatment at Fort McPherson.

ATLANTA, Ga., May 17.—The Spanish prisoners of war confined at Fort McPherson have made a formal protest to the post commander through Col. Cortez, Weyler's brother-in-law, against the manner in which they are being treated. The prisoners are a number of officers and gentlemen, prisoners of war, not convicts. We are being treated like criminals, looked up and deprived of air and sunshine, instead of being paroled and allowed to go about the grounds as we please. Were the conditions reversed we would be guilty of the same crimes as we have been treated in this respect.

We are taken along paths to our meals where we must be stared at and commented on like diseased museum freaks. We are three times daily exposed to the sneers and curious gaze of idlers who, forgetting that we are gentlemen, come to look at us as if we were monkeys. The American flag is not conducted themselves in such a way as to merit the application of this title. The Colonel declares, however, that he and his comrades are soldiers, and that if necessary they can endure indignity like men.

TRAIN OF MULES SET ON FIRE.

Some of Them Badly Burned—Spanish Agent Suspected.

ST. LOUIS, May 17.—Great excitement was caused this morning by the report that a Spanish sympathizer had set fire to a train of stock cars loaded with 300 mules purchased for the Government, and which was standing in the Stock Yards ready for shipment to the South. When the fire was discovered it was with difficulty the animals could be removed from the cars. A number of mules were badly burned and two cars destroyed.

TO ADVANCE ON CUBA NOW

PROMPT MILITARY MOVEMENT ADVISED BY THE CABINET.

As Seen as Our Three Squadrons Get Together. One Will Be Detached to Escort the Troops to Cuba and Preserve a Line of Communication with Them—A Few More Regulars to Be Sent on the Philippine Expedition.

WASHINGTON, D. C., May 17.—The Government has decided upon an immediate military campaign in Cuba. In the opinion of the Administration the naval situation has so changed as to warrant landing troops in the island, despite the fact that the Spanish fleet has not yet been defeated. The determination to begin the military operations at once was reached at the Cabinet meeting today. The President and his advisers are opposed to pursuing a temporary policy in the war with Spain, and emphatic objection exists against allowing the elusive fleet of the Spanish to figure any longer as a cause for postponing the military occupation of Cuba.

The change in the naval situation, which in the opinion of the Administration warrants the landing of troops in the island, is immediately, the gathering of nearly the whole naval force of the United States in the neighborhood of Cuba. Since Commodore Schley's squadron sailed for the south and Admiral Sampson's squadron started westward from Porto Rico, the Administration has been pursuing a temporary policy in the war with Spain, and emphatic objection exists against allowing the elusive fleet of the Spanish to figure any longer as a cause for postponing the military occupation of Cuba.

The Administration will wait until the squadrons of Sampson, Schley and Watson have come to within a few days of the blockade run, and such positions with reference to one another and to approaches to the island as they choose before ordering the troops to leave the United States. It is evident, therefore, that the military occupation, although it has been decided on as a measure no longer dependent on the condition of Cuba's waters, will be delayed within the next few days. The United States troops will probably not leave the Gulf coast before the end of the week.

The Government has no fear that the naval forces will not be able to protect the troops during their transportation to the island and to maintain safe communication for the army with its base of supplies in the United States. The three squadrons now in the Atlantic—those of Sampson, Watson, and Schley—form a combined fleet stronger than any which has ever been assembled under the Stars and Stripes. It is believed that it will be possible to protect the military expedition and to afford the necessary communication for the army's base of supplies and still have a sufficient force left to attend to the Spanish fleet.

The army administration is making plans to increase the number of regulars to be used for the occupation of the Philippine Islands. Under the present plan, providing for the expedition to the Orient, the Government has committed itself to the use of volunteers, with the exception of eight companies of the Fourteenth Infantry, nine batteries of the Third Artillery, and a troop or two of cavalry. The Administration is in favor, however, of giving Gen. Merritt, who is to command the expedition, such forces as he deems necessary for the campaign. He is now at Manila. It is unlikely that any regular troops, however, will be sent to the Pacific coast from the Department of the Gulf, although there is a remote possibility that this will be done. The present plan is to send to the Pacific coast the Fourteenth Infantry, Companies C and H, at Fort Huachuca, Arizona; Companies A and G, Fort Bayard, New Mexico; Companies B and F, Fort Grant, Arizona; Company D, Fort Apache, Arizona; Company E, Fort Wingate, New Mexico; Col. Edward Moulton, commanding the expedition, will be accompanied by a number of regulars. The regulars are to be used to garrison important Indian posts, and the Government will not leave these posts without men. It is proposed, therefore, to fill the places of the regulars at these points with volunteers.

It can be said positively that the Administration does not now intend to send as many as 5,000 regulars to the Philippine Islands. War decision may be reached before the matter is finally disposed of is uncertain. The Government is anxious to start the military expedition from the Pacific coast as soon as possible. The delay has caused criticism, and means will be used to secure the necessary equipment and transportation for troops within the shortest possible time.

It was agreed informally after a long discussion at the Cabinet meeting today that more troops were necessary to accomplish the subjugation of Cuba. The President and his advisers are of the opinion that the present force is not sufficient. Reports were made today by the Secretary of War of officers who have visited Cuba and who are able to give a definite idea of what has to be accomplished in the way of military operations in the island. These reports indicated that the Cuban forces were not so large as had been believed, while the indications were that the Spanish forces had been minimized in the calculation made by the Government.

In view of these facts, presented by officers of ability, the Cabinet decided that a much larger army than had been contemplated would probably have to be organized. The fear of trouble in the Philippines was another reason underlying the necessity of increasing the military forces of the United States, and with the likelihood that Porto Rico would require a strong invading force, the advisability of calling for additional volunteers was apparent to the President and his advisers. Although no absolute decision was reached to issue the call immediately, it is probable that Congress will be asked for the necessary authority at an early day.

Telegrams received by the Adjutant-General this morning show that these regiments of volunteers are actually on board ships and en route to the places of mobilization in the South or at San Francisco. First and Fifth Regiments of Pennsylvania, Twelfth of Minnesota, Eighth of Massachusetts, Light Battery A of Missouri, Second of Ohio, 157th, 158th and 160th of Indiana, Twentieth of Kansas, and First of Nebraska. The muster of volunteer troops had reached the total of 22,500 last night, and the War Department believes that the muster of 125,000 will be completed this week.

Partial reports from recruiting officers received late in the day indicate that the total number of men accepted for military duty will by tonight have reached 90,000 and perhaps 95,000. Gen. Greely, Chief of the Signal Corps of the army, is preparing to send a detachment of six officers and fifty-five men, composed mainly of telegraph operators and electricians, with the expedition to the Philippines.

SAW OUR SCOUT BOATS.

El Paso Passed the St. Paul—Patriotic Searchlights on the Harbors.

The Morgan liner El Paso, in yesterday from New Orleans, passed on Sunday about sixty miles off Cape Lookout, North Carolina, the Spanish cruiser St. Paul, heading south-west.

The British steamship Dartmouth, from Havana, passed, twenty miles east of Fire Island, at 2 o'clock on Monday morning, the converted cruiser Prairie, which ran across the British bow and flashed two big searchlights on her. The British steamship City of Kingston, which arrived yesterday from Jamaica, passed on May 12, off Cape May, between Cuba and Hayti, the United States hospital ship Solace, steering south-southeast.

MINNEAPOLIS SOUTH BOUND.

Reported in the Neighborhood of Turk's Island Yesterday.

HALIFAX, May 17.—According to a despatch from the United States revenue cutter Grebeam slipped from the pontoon this morning and capsized in thirty feet of water. The two sections of the Grebeam were on pontons ready to leave for Montreal. All the rations and men's baggage were in the forward part of the boat and are under water. The crew is safe. It will take a week to raise the bow.

NEW WAR MAP OF HAVANA.

Given away with Sunday's Brooklyn Eagle—Ade.

Worded Seals.

Stamps of the new Loan Office and Safe Box, all Yachts, 100 ft. and 150 ft. and 200 ft. and 250 ft. and 300 ft. and 350 ft. and 400 ft. and 450 ft. and 500 ft. and 550 ft. and 600 ft. and 650 ft. and 700 ft. and 750 ft. and 800 ft. and 850 ft. and 900 ft. and 950 ft. and 1000 ft. and 1050 ft. and 1100 ft. and 1150 ft. and 1200 ft. and 1250 ft. and 1300 ft. and 1350 ft. and 1400 ft. and 1450 ft. and 1500 ft. and 1550 ft. and 1600 ft. and 1650 ft. and 1700 ft. and 1750 ft. and 1800 ft. and 1850 ft. and 1900 ft. and 1950 ft. and 2000 ft. and 2050 ft. and 2100 ft. and 2150 ft. and 2200 ft. and 2250 ft. and 2300 ft. and 2350 ft. and 2400 ft. and 2450 ft. and 2500 ft. and 2550 ft. and 2600 ft. and 2650 ft. and 2700 ft. and 2750 ft. and 2800 ft. and 2850 ft. and 2900 ft. and 2950 ft. and 3000 ft. and 3050 ft. and 3100 ft. and 3150 ft. and 3200 ft. and 3250 ft. and 3300 ft. and 3350 ft. and 3400 ft. and 3450 ft. and 3500 ft. and 3550 ft. and 3600 ft. and 3650 ft. and 3700 ft. and 3750 ft. and 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